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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Loubi Freight Transshipment Port on the Elbe River near Decin	DATE DISTR.	2 November 1956
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[] a report on the Loubi freight transshipment port on the Elbe River near Decin. The report includes sketches, with legends, showing the layout of the port.

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1. Approved For Release 2008/01/17 : CIA-RDP83-00418R006900360001-5 from the north edge of the city of DECIN to about 2 1/2 km length on the right bank of the Labe river. It consists of two parts:
- a) Old freight port (see sketch No 1 - codemark Q 1), which covers a tract of about 80 x 850 close to the DECIN city. The old port coordinates are 452/266 on the czech map 1:25000 DECIN east, sheet 3652/h E, AMS Series M 872.
 - b) New freight port (see sketch No 1 - codemark Q 2) covering the tract of 90 x 1700 m. Coordinates: 464/278 on the same map as above.

2. The history and statut: The old freight port LOUBI existed in its present shape prior to WW I and always served as a transshipping installation for goods coming by boats from Hamburg and being reloaded there upon the railway, and vice versa. At present time the whole port is administered by the C S P L O (Czechoslovak Labe - Odra navigation), National Enterprise, branch DECIN.

Past development: the port did undergo no substantial changes since the WW I until the year of 1940, when about 6 km of a new highway was laid from DECIN to HRENSKO, along the LOUBI village, in the distance of about 200 m from the river shores. The purpose of this was to enable the much planned enlargement of the freight port, blocked by the old highway, which ran too close to the old port installations. The WW II, however, prevented any further development therein.

In 1952-56 a new extensive construction work took place at LOUBI namely:

- i) construction of the new wharf in the new part of the port, during 1952-54,
- ii) " " " " track for moving cranes, also during 1952-54,
- iii) " " five new RR tracks for loading and marshalling purposes,
- iv) enlargement of the old marshalling yards in length and width, by deposits of soil, 1952-54,
- v) construction of two new warehouses in the new part of the port, built during 1952-56, not yet completed,
- vi) installation of three new mobile-rotative cranes for reloading operations.

Thus the new, larger part of the freight port (codemark Q 2) came into being under the name "Nové Loubi" (New Loubi), while the old part (codemark Q 1) is now called "Staré Loubi" (Old Loubi).

Notes: The freight port LOUBI is not a harbour, since it has no basin for boats and harbour facilities. It has only the so called "positions" along the quays for the loading and reloading purposes.

The long time nourished talks about the project of a dam on Labe river in LOUBI or DOLNI GRUNT seem to have been abandoned.

3. Description of the port's installations: (see sketch No 2)

Old quay: (see sketch No 2 - codemark Q 1) is about 850 m long, 80 m wide, built of grit ashlar with the top level of 4 m above the normal waterline. The riverbed of Labe along the quay is about 1.60 m deep.

New quay: (see sketch No 2 - codemark Q 2) is about 1700 m long, 90 m wide, is made of ferroconcret, reaching 8 m above the waterline. The riverbed along this quay is also 1.60 m. The new quay was completed and put into operation in 1954.

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Old port area is fenced towards the east and south; on eastern side by the wire-net fence, south side by stake fence, both about two m high. Western side of the port is bordered by the river and in the north joins the new port.

Main entrance (see sketch No 2 - codemark 5) is formed by a wire-net gate 4 x 2 m at the southwest end of the old port. It is the only entrance into the old port. The new port is rather freely accessible, because it has no fence at all.

Two old warehouses (see sketch No 2 - codemark A) are in the old port area, both made of frame, ground floor only, 60 x 10 m size, high about 7 m, covered by roofing-fel. Serve for temporary storage of goods.

RR platform in the old port (see sketch No 2 - codemark B) is about 60 x 10 m size, 1.50 m high, made of ferroconcret; serves for temporary storage of weatherproofed goods.

Two new warehouses (see sketch No 2 - codemark C) are four-storey buildings 100 x 30 m in the new port area, made of ferroconcret, high 20 m, the concret roof is plain. In March 1956 were not yet fully completed, but were supposed to be ready for the storing purposes in the middle of 1956. In the spring 1956 the work went on finishing of the inside and outsides of the warehouses and on installation of the technical equipment.

Old track for moving cranes (see sketch No 2 - codemark D) runs along the old quay in the distance of 1 m, is three-railed with the total gauge 3 m. There are altogether 4 cranes moving on this track as follows: Two steamcranes, each of capacity 3 Tones, each has one revolving swing-jib 3.5 m long, capable of 360 degree turn. Both are very old, of made of year 1909 and 1915, manufactured by Krupp. In addition to the steamcranes, there are also two electrical cranes, each of the same 3 Tons capacity with revolving jibs 3.5 m long, of which one crane has the swing-jib, the other has the tight-jib. These cranes were made in 1940 and have electromotors of unidentified provenience.

New track for moving cranes (see sketch No 2 - codemark D 1) along the new quay is of identical construction as the old one and houses at present three cranes of "Skoda" made, each of the 2.5 Tons capacity. The cranes have revolving (360 degree) swing-jibs 12 m long. Cranes were installed here in 1954.

Note: The cranes at both, the old quay and the new quay are operated mostly by female operators. Since the transloading is always done in a hurry, in order to catch up with the plan, the safety precautions are often neglected and therefore the mishaps are rather numerous.

RR connection (see sketch No 2 - codemark 4). The port is connected with the main RR station DEGIN by a special single-track line. Here come the RR carriages with goods into and out of the port. The line disembogues into the marshalling track of the old port.

The RR tracks at the old port: there are two sortes of these tracks: the loading (& unloading) track and the marshalling tracks.

aa) The loading track (see sketch No 2 - codemark 7) runs parallel with the crane-track, in the distance of 4 m from the quay. The RR carriages with goods are brought here and from here the goods are loaded into the boats, and vice versa.

bb) the marshalling track (see sketch No 2 - codemark 8) serves for shunting the RR carriages to the quay before the loading (unloading) operation, and for assembling them here after the loading (unloading) operation - for departure to DEGIN and further.

The RR tracks at the new port: there are also two sortes of them:

aa) two loading tracks (see sketch No 2 - codemark 9), of which one existed before the enlargement of the port - just as the continuation of the old port track; the second was built in 1954.

bb) Three marshalling tracks (see sketch No 2 - codemark 10) built in 1954.

Boat positions: As said before, the port LOUBI has no basins neither for boats, nor

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for barges and the transshipping operations are carried out from (into) boats anchored along the quay in the so called "positions". There are altogether 10 positions at the old quay and 21 positions at the new quay, counting with boats of the maximum length of 7 1/2 m. Thus the total capacity of the LOUBI port is 31 boats, in which included is the prescribed safety distance between the boats.

4. Port's operation: As stated in para 2, the port handles the transshipment of (import) goods from the river boats upon the RR carriages and vice versa (export) goods. In the spring 1956, for instance, the main import article was the iron ore. In case of immediate shortage of RR carriages or boats, the unloaded goods are placed on the quay and stored temporarily either in one of the port's warehouses or on the open platform, depending on the durability of these goods with regard to the weather.

Capacity:

The port operates daily, in two working shifts, from 0600 - 1400 hrs and from 1400 - 2000 hrs. Each shift consists of about 40 workers, both male and female. One shift averages to reload the amount (volume) of 30 RR carriages of iron ore from the boats upon the carriages, by using both quays. This is, by far, not the maximum capacity of the port, as its operations are constantly stifled by the shortage of the RR carriages and also by the shortage of labor. Had there been no these shortcomings the port could handle easily 1200 - 1500 Tons/a shift (8 hrs).

The work at night is rather troublesome as there is not sufficient electric light at the installation.

5. Employees: There are about 40 permanent employees of the port and about 20 - 30 irregular brigade-workers, who work mostly in the second shift. About one third of labor are the female in the age of 20-40. All employees are living outside the port and are coming to work by foot, by bus or by the railroad.

The wages are paid according to the task-work scale. It averages about 1400 - 1600 Kcs pre worker/monthly, including the overtime earnings. The workers can eat in the port's canteen and there are also bathing facilities there. The canteen and bath are in one warehouse of the old port.

6. Security: There are altogether 4 people of the port militia, two men and two women. They have blue uniforms with a red armband, bearing the marking "Z S", which means "Zavedni Straz" (enterprise-guard). They are armed with pistol. Two of them are always on duty which runs round o'clock. The duty is carried out in such a way that one guard stays in the gate-keepers lodge while the other makes inspection errands throughout the port.

The location of the gate-keeper's lodge see sketch No 2 - codemark 3.

7. Customs: Four custom-inspectors are assigned to the port. They have green uniforms, are not armed. The port custom office is in the old warehouse. It is subordinated to the custom unit at LOUBI, where is the main custom-house of this area.

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Index of the port's LOUHI installations.
(According to the codemarks of the sketch No 2)

- Q 1 - The old quay
- Q 2 - the new quay
- A - two old warehouses
- B - RR platform in the old port
- C - two new warehouses
- D - old track for movin cranes
- D₁ - new track for moving cranes
- (1) - wire-net fence
- (2) - stake fence
- (3) - gatekeeper lodge and guardroom
- (4) - RR connecting line with the RR station DECIN
- (5) - Main entrance into the old port
- (6) - abolished sector of the old highway DECIN - HRENSKO
- (7) - loading RR track at the old quay
- (8) - marshalling track in the old port
- (9) - loading RR tracks at the new quay
- (10) - marshalling tracks in the new port
- (11) - the limits of the new terrain deposits (covering also the abolished highway)
- (12) - the new highway DECIN - HRENSKO built in 1940
- (13) - rammed soil
- (14) - greenwood and pine-woods
- (15) - the RR bridge
- (16) - the RR tunnel

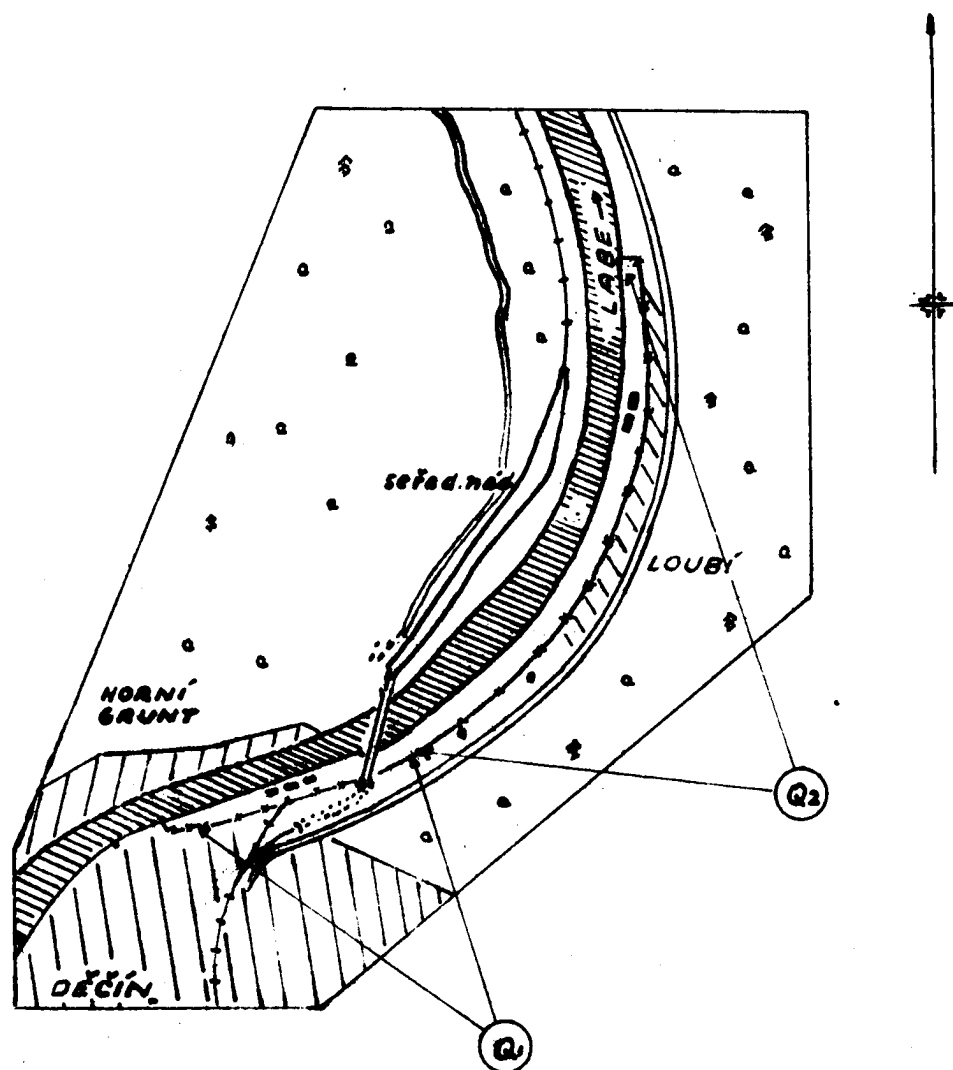
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LOUBI River Port - Location

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MAP USED: OSR 1:25,000,
DECIN EAST,
SHEET 3652/4E,
AMS SERIES 3872.

SKETCH NO.1.



Q - Old quay

Q2 - New quay

LOUBI River Port - Lay-out

